



**MINUTES**  
Planning Commission  
Regular Session  
Tuesday, August 8, 2023

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**IN ATTENDANCE**

**Commissioners Present:** Chair Karen Ellingson, Genevieve Baker, Michael Farrer, Ralph Calder, Ann Anderson and Brett Nelson

**Commissioners Excused:** Rod Parker

**City Staff:** Josh Yost, Community Development Director  
Heather Goins, Executive Assistant

**City Council:** Liz Crandall

**CALL TO ORDER**

Chair Ellingson called the meeting to order at 7:03 p.m.

**APPROVAL OF THE AGENDA**

Commissioner Farrer moved to approve the agenda as written. Commissioner Nelson seconded the motion. The vote to approve the agenda was unanimous.

**APPROVAL OF THE MINUTES**

*July 25, 2023*

Commissioner Farrer moved to approve the July 25, 2023 meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

**CONSENT AGENDA**

- 1. Alpine Development seeking approval for the Lakeside Landing Road Dedication of various streets within the Lakeside Landing Special District Overlay.*
- 2. Kent Stephens seeking preliminary approval for the Spring Canyon Subdivision located in the area of 2200 E 800 S in the R1-15 Single-Family Residential Zone.*

With no objections or comments on item #2, the item passes without further consideration.

Commissioner Farrer was unclear on exactly what item #1 was addressing. The item was moved to the Administrative Session.

## ADMINISTRATIVE SESSION

### *1. Alpine Development seeking approval for the Lakeside Landing Road Dedication of various streets within the Lakeside Landing Special District Overlay.*

Josh Yost, Community Development Director, presented. There are roads that cross multiple parcels or roads where one side is on one parcel and the other side on another parcel. The owners wanted to dedicate a plat so the property owners don't hold another one hostage over access to the property or dedication over the streets. This is to dedicate the streets to their own plat.

Commissioner Farrer asked what the situation was previously. Director Yost said there wasn't a situation. So many of those streets were on private property, even Center Street is a small one-lane farm road. To implement the plan and give everyone access to build roads and put in utilities, we needed to get these initial roads dedicated. This does not represent any change from the regulating plan as it is adopted, other than to engineer the roads and make the boundaries work.

Commissioner Calder asked who is developing the roads. Director Yost said it depends. At 2600 W & Center it will be built by the property owners at a pro rata allocation of cost. The other streets are fully development funded. Commissioner Calder asked if the owners agree. Director Yost said that is why there are 12 signatures on the dedication page.

Commissioner Calder moved to approve the Lakeside Landing Road Dedication plan. Commissioner Farrer seconded. The vote to approve the Administrative Item was unanimous.

## LEGISLATIVE SESSION:

### *3. Springville Community Development requests adoption of the Springville Active Transportation Plan.*

Josh Yost, Community Development Director presented. The Active Transportation Plan is a long time coming. He defined Active Transportation. The Active Transportation infrastructure helps solve mobility problems we all share. It is the same infrastructure used for motorists. It gives more options to get where we need to go. It gives the greatest safety and the least amount of hassle through smart construction. It helps us move forward as a city to relieve traffic congestion and increase mobility regardless of ability. It makes our city more alive.

Our plan has a very specific and well-thought-out set of goals that we seek to achieve. It should make connections. It should be an all-abilities and all-ages network and provide low stress for any user. It should promote active living. We can integrate movement and exercise and activity in our lives in a natural and holistic way. It should increase economic vitality. It should also improve air quality. There are even emissions that come from electric cars. These are the five goals of the plan.

Twofold purpose: 1) Re-evaluate existing street and rail corridors to identify opportunities for better bicycle and pedestrian connections and 2) Establish plans and policies to shape growth and development in order to ensure the creation of a bike-able and walkable city.

Commissioner Nelson asked Director Yost to go back to where it talked about improving mobility for vehicles as well as others. Director Yost said it falls under the all abilities and all ages network. Active Transportation is often framed to be mutually exclusive and anti-car. The real intention is it is the reality and a mutual benefit to both user types. Commissioner Nelson expressed his support for this.

Commissioner Calder asked what parameters have been considered as far as future growth. He has lived here most of his life and has seen a lot of change. He asked what demographics were considered for the future and what way they approached it. Director Yost said it comes down to identifying the fundamentally important things to Springville and putting the plan in place as the City makes investments and further development. Then these projects are completed as part of those efforts and are built right the first time. Commissioner Calder said he feels that is a great plan but is trying to understand if corridors are being built for people to bike from Spanish Fork to Orem or are does it create everywhere corridors. Director Yost said it is the latter.

Commissioner Anderson said at 3:00 pm today, traffic was very backed up on Main Street. She asked how are we not going to slow down cars to make it worse for traffic. Director Yost said nothing that is in this plan comes at the expense of vehicular capacity. Also, he doesn't have a philosophical issue with pushback on vehicular capacity.

Director Yost thanked those who helped get this plan in place. The process included The Active Transportation Ad-Hoc Committee and consultants, a City Council representative and a Planning Commission representative.

**Evaluations included: Existing Conditions.** He explained Active Trip Potential. Then he discussed analyzing where people are coming from and going to, to determine what destinations would benefit from being connected. The current network has 5.3 miles of bike lanes with one line painted. It's not great. Cyclists are so close to the parked cars on one side and traffic on the other.

Councilwoman Liz Crandall arrived at 7:34 p.m.

Buffered bike lanes have a little more paint to protect you, with two striped lines. There are currently not many of these in the City now. There are 1.1 miles.

The third is a shared-use path at Devon Glen, Dry Creek and the Canyon path. There are 4 miles of side paths and shared-use paths.

He showed a map of existing bike lanes and trails. On a regional scale, we are a gaping hole in the network. We don't want that.

**Community feedback:** There were 627 total survey responses. It was a great survey and much more community engagement than expected.

**Web Map Public Input** - This gave the community an opportunity to come and draw facilities or suggested routes and identify destinations. It helped us crowdsource and get a basic understanding of the lay of the land in Springville. It shows how many barriers there are in Plat A and the Downtown area. Commissioner Nelson asked what he plans to do about barriers, specifically railroads. Director Yost said further in the plan there are spot improvement maps. There are corridors and spot improvements. They are addressed in individual recommendations.

**Infrastructure Recommendations.** The data went to the consultant to make the technical analysis and provide an online map. The routes and spot improvements were voted on. There was little public engagement with that survey.

**The criteria used to have the public rank the Active Transportation projects:** connecting to community resources, connecting gaps and overcoming barriers were the most important priorities.

Commissioner Nelson is surprised that safety ranked #4. Director Yost said it was surprising to him too. Maybe it was too technical of a term and it should have said Safe Connections.

Commissioner Calder asked how we asked for response. Director Yost said it was done by emails, social media, a booth at the Farmers Market and in the City newsletter. There was just as much exposure for the second survey, but much less engagement.

Commissioner Calder thanked everyone for all their hard work. He didn't know about the plan until last week. He is not on social media. Director Yost said we are always looking for ways to do better with engagement awareness.

**Rank Criteria and Review the Output.** We trusted the algorithm, although we had to tweak a couple of areas.

The recommended network has 2.8 miles of bike lanes, 17.2 miles of buffered bike lanes, 8.3 miles of shared-use paths, 8 miles of separated bikeways, and 25.1 miles of Bicycle Boulevards in quiet neighborhood streets with low vehicle volumes. There are 8.3 miles of routes that need further study.

Commissioner Nelson asked if it is mapped out. Director Yost said yes. Commissioner Anderson asked if this moves to City Council, then this moves forward with the maps in here. Director Yost said yes.

Commissioner Calder asked about parking in front of your home if there is a buffered bike lane added in front of your home. Director Yost said on Center Street when we put the buffered bike lane it was wide enough, so it didn't change anything. There will be places where there will need to be a trade-off.

Commissioner Nelson asked about Bicycle Boulevards. He asked if there will be neighborhoods impacted by this. Director Yost explained that Bicycle Boulevards are not a specific script, there are several ways to implement it. There would need to be public input at that point. If this map is final and people lose parking, whatever the design is, we need to have talked to the people. Commissioner Calder agrees with that. He lives

by the high school and we have gotten to a point where they would park near their home. The corridor has had a dramatic impact. We all have to sacrifice to a certain extent, but if you can no longer park on the street, it is a difficult situation. He wants to keep on-street parking. It slows traffic. Commissioner Calder said that there would need to be appropriate public input.

Chair Ellingson asked what can we change. Director Yost said plans are never static if we are doing our job right. He is glad this Bicycle Boulevard element came up. He pointed out that Troy Fitzgerald, City Administrator, is trying to get everyone to understand that 25.1 miles are being changed, which is a change from our streets today. He asked if they understand what this means. Director Yost said maybe he isn't listening well enough. The Bicycle Boulevard doesn't say we are going to do a specific thing on your street, it just means we will do something on your street, not 100% sure what it is. On Pheasant Run Drive, we mail and give a notice to everyone on the street. The master plan says we are going to be doing something here, here are the pros and cons of it. He gave the example of a San Diego road change that had no proactive public input to change a private collector making it one lane for cars going both ways and bikes on each side. It exploded with news stories, YouTubers, etc. It set back their Active Transportation efforts years.

Commissioner Nelson reiterated that we need to make sure we have public input. We have been terrible about it. We need to win hearts and minds sooner rather than later.

Chair Ellingson said this is a huge plan that will take years and be done incrementally and will allow time to do community outreach and inform and use feedback in each phase of the plan.

Commissioner Calder asked about the population and gave the example of his grandmother's home. She gave up a lot of land. Some people can't afford big changes in their property. It's great that we are trying to do it incrementally. He would like to know how many people lived in the city 50 years ago. Director Yost said 12,000. We have to adapt to a larger population.

Commissioner Anderson thinks that some of these are scary. Her home is by the reservoir. There aren't a lot of bikes in her neighborhood. But if a bike lane is painted, she feels cyclists won't pay attention to the cars.

Director Yost said we manage vehicle speeds and volumes. It is a collection of multiple tools and careful analysis. Bikes already have the legal right to take the lane, but we don't want to put Bicycle Boulevards in that aren't fully vetted and fully designed. Commissioner Anderson said that is her question. It looks like it is the entire street. Director Yost said this is an example picture.

Commissioner Calder asked where would the signs be that say it is a Bicycle Boulevard and what are the strategies of creating one. Director Yost said it is well established and well-studied for decades in the US and other countries. Primarily the strategies are to let cars know there are other people here and this is the route used by bikes or other people. It slows traffic with a combination of signage and physical changes to the streets, chicanes, bulb-outs and pinch points preventing the crossing of vehicles. They are all studied and employed and have statistically defined efficacy measures and tell us

how they decrease vehicle speed. And we can analyze them objectively to understand how they work on each street to make them effective. Public Works is investigating some areas in the city now.

Commissioner Nelson asked what studies were done to determine a Bicycle Boulevard. Director Yost said it was a number of factors. There is this study. They analyzed the entire network, where bike trips happen, the width of streets, traffic patterns, streetlight data - aggregated data for broad area traffic studies, Lidar on the traffic lights and real-time data for each lane. We looked at Utah County analytics. Transportation analysis zones and how many trips are out of these zones. Commissioner Nelson said that on Commissioner Anderson's street, they look at how many homes are on the street and how many cars go in about out. Director Yost said yes.

Commissioner Anderson said 2 roads drop off steeply in her neighborhood. She believes some areas are not safe to mark a bike trail. Director Yost said, again, we aren't going to drop a facility in a place we don't study. We have studied the network. We haven't said where we need bulb-outs, etc. Then when it is on the ground, we spend a lot of time on the ground to figure out what we need.

Commissioner Baker reminded the Commissioners that bicycles have the right to use the road the same way cars do. We are trying to make it safer. Bulb outs do a lot to slow traffic, and pinch points and there are some that happen naturally. There are other ways to achieve this. Bicycle Boulevards will be looked at in each situation to say this needs a bulb out, this other one needs a pinch point. To make the cyclists feel as comfortable as a car would.

Director Yost said we don't want to provide a false sense of safety or security. Commissioner Calder said we want our kids to come home safely and let them know that is a safe place for them. He came up on a scene where someone had been hit and passed away in the intersection. He just wants it to be safe.

Commissioner Nelson said he is supportive of this, but he is going to ask these questions.

Commissioner Baker has a concern about increased bicycle safety, such as stopping at stop signs. Logan Millsap said it is safer for a cyclist to go through a 4 way stop without stopping if the intersection is clear. The State law allows it. Commissioner Calder said that on 400 E and Center, 80% of the cyclists go through the intersection without stopping. Mr. Millsap said you have a better view on a bike than in a car.

Commissioner Anderson said her concern is that we do things that are safe and not just because we put this on here, we will do it come hell or high water. Director Yost said that is never the intent.

Commissioner Farrer said some of us will not see the fruition of this in our community. We have a driver's safety course in high school. One of every 10 cyclists doesn't use proper etiquette. They need to call out and warn pedestrians. We will need courses in high school for bike etiquette. Commissioner Baker agrees. Commissioner Farrer said on his walks, he sees 4 cyclists riding abreast and cars have to stop for them. We want the plan to work effectively.

Commissioner Calder agrees and the e-bike is a new thing and we need to create safe places for them and pedestrians. He is worried that they could run him over when he is walking if they don't announce they are coming up on him.

Chair Ellingson said she is hearing we want cyclist education, safety and community engagement. The Commissioners agreed.

Commissioner Calder said that public input is his biggest issue. He understands that models have been studied. We are being asked to approve a plan that says this is how it is going to be.

Director Yost said more importantly when the City, State or private developer comes in to build something, we can show them the plan and they have to build this. We get capital funding from the federal and regional governments. Commissioner Calder said he understands that works for new development, but what about Brookside. Director Yost said that Brookside is a context that we have to ... Commissioner Calder interrupted and said that it could be any existing neighborhood. Director Yost said we will engage before we put anything on the street and why we tried to engage in this plan.

Chair Ellingson what kind of assurance can you give the Planning Commission that these considerations that have been brought up such as community engagement, making sure it is a micro level planning and safety are taken into account, that it will be part of the process going forward and not something that is theoretically talked about here. Director Yost said the best thing to do is to take your comments and concerns to the plan on page 47 chapter 5. This talks about the doing of the plan. Add a couple of paragraphs that say no individual facility can be added without the engagement and collaborative design of the people located immediately on the corridor with a spot improvement. And add a policy that we should partner with Bike Utah which already has an awesome bike school.

Councilwoman Crandall left at 8:25 p.m.

We should start in the elementary schools to make a concerted effort to expand on UDOT's efforts for children to learn safe walking to school. Partner with organizations or develop our own programs to further bike safety and education. And car safety as well as being educated and having better infrastructure for conflicts and reducing uncertainties.

Commissioner Baker asked about education. Josh said it would need to be added to this section. He is willing to draft this and bring it back to them if they choose. He is happy to entertain whichever motion they provide.

Commissioner Calder models and studies, gut check on it, how many residents. Director Yost said 36,000 residents. Commissioner Calder asked how many people do you think know about this Active Transportation Plan. Director Yost said 1,000. Commissioner Calder said we need to find a better way to get more involvement. He doesn't know how to do it. Director Yost said it is the same number for the General Plan and the Transportation Plan. Chair Ellingson added that it is consistent with everything we talk about. Commissioner Anderson said it happens in the school district too. People are apathetic about things until it directly affects them. It happens in most organizations.

Commissioner Anderson said she bikes, we are in support and hours of work that has gone into it, we are in it for the same reasons. We just want opportunities for all people and just want to do it safely.

Commissioner Nelson said there were several community groups on social media and asked if it was posted there. Director Yost said yes, it was posted multiple times in each of those groups and twice for this meeting. He pointed out that sometimes the way the item is worded or named, people don't understand what it means.

Commissioner Calder asked if it is on the website. Director Yost said yes. Commissioner Calder suggested putting it on the front page of the website. Commissioner Baker asked if we have a booth at the Farmer's Market. Director Yost said it isn't a standing booth, but they did a booth for this plan and one for Reframing Downtown.

Director Yost showed the recommended network and explained how that will work. There is not a specific plan in place for each of the types.

Director Yost explained the funding from different sources for implementation. Commissioner Calder asked about ROI. Citizens are paying for maintenance. And with new taxes.

Commissioner Nelson asked about new maintenance and if there will be new taxes. Director Yost asked when was the last time we raised taxes in Springville. He said we could levy a transportation utility fund until the State Legislature tells us we can't. There may be new revenue sources. Most likely it would come from growth in General Fund and the PAR tax.

On Page 75 you see the per mile annual maintenance cost estimate ranges, which came from the Salt Lake Pedestrian and Bicycle Master Plan from 2015 Director Yost talked to Jonathan Larsen, Transportation Director in Salt Lake City, and they are struggling to quantify it. His recommendation is to look at it in terms of how much you do before you need another crew.

The whole plan is 35 million dollars. He explained where the funds would be coming from. UDOT: \$5,726,000, MAG \$565,000, Development \$9,604,000, Springville \$19,417,000 for a total of \$35,312,000. Commissioner Nelson asked when the project would be done. Director Yost said we wouldn't do the project until we have the money. The project will be done over decades. Commissioner Nelson asked if there was a timeline in the plan. Director Yost said there isn't. Commissioner Calder wants this to be successful.

We are not looking for the city to cover the \$20,000,000, but it will come from MAG, State and Federal funds. It will happen over decades. Commissioner Nelson asked if there is a timeline. Director Yost said no, there are things we want to accomplish first. Commissioner Calder asked of the \$35,000,000 our portion will come from Federal and State funds. Director Yost said we may end up spending in the near future, on page 188 appendix G. Roughly the total cost is \$4 million in the next 10 years.

Director Yost covered the pilot projects. Center Street, Hobble Creek, Center Street and 700 South.

The adoption schedule looks like this: Presented at Par Board Jul 25, Planning Commission Aug 8, City Council Work Session presentation Aug 15, City Council Adoption Sept 19. This is subject to change based on the recommendation today.

Commissioner Baker moved to open the Public Hearing. Commissioner Nelson seconded. The public hearing was opened at 9:11 p.m.

Chair Ellingson read in an email comment received from Karol Long. It is attached.

Logan Millsap read in a comment texted to him as she couldn't stay until public comment:

Emily Lundberg Bastian  
1807 E 475 S

Active Transportation discussion. She moved back to Springville 2 years ago. She grew up in Mapleton and graduated from Springville High School. Living in Spanish Fork, she wanted to get an e-bike to get around. But where they lived, it was impossible to get around safely. Only by living here did it make sense for them to get an e-bike. She describes what she sees and feels while biking. She is more connected with her kids. This plan will remove barriers and increase access for their family and others to get to more places and connect with others along the way. She urged the Commission to pass with favorable recognition.

Logan Millsap  
133 S 880 E

He served on the Ad Hoc Committee and we worked hard on this plan. We tried very hard to get the work out to people about it. We made posts and he paid for flyers to put around town. It was on the main page of the City website, in the City newsletter and in the Mayor's blurb. We did get our finger on the pulse of the residents of Springville. People are in support of getting around this way. You don't have to go far to show that this infrastructure is feasible and affordable to build. It will help with congestion and helps local businesses. You spoke of education. In Spanish Fork, they have part of their curriculum to learn the ways of the road. It would be great to see that in Springville school as well.

Hunter Huffman  
154 C Street

In favor of the Active Transportation plan. These are great steps in creating a vibrant and walkable community. He likes the way it is being addressed in a family-friendly way. In conjunction with the historical district and revitalizing Main Street plan, as the Active Transportation Plan is taking into account bikes and pedestrians, building height and other things take a role in creating that environment.

Denise Gail  
1300 E Center

She grew up where her home was affected as a child when the Bangerter Highway was built. She understands when we talk about things changing and those it affects. Springville is changing. When we adopt things that show we are ready to change in a way that doesn't respond to normal traffic patterns, it is forward-thinking. Her kids have been hit on bikes 2 or 3 different times. Safety is a concern. But when we think of education, we can't educate from under a rock. We have to widen our horizons a little

bit. We can't continue to live in a completely car-centric environment and think bicycle awareness will take place. Until we broaden the way we build our City, how can we expect people to broaden the way we use our City?

Another email comment was sent in. It is attached.

Commissioner Baker moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 9:24 p.m.

Chair Ellingson wanted to get a feel for the direction the Commissioners want to go in. Commissioner Nelson liked the 3 items Chair Ellingson brought up. If those get added tonight, this works for him. Commissioner Calder said he wants to move it forward, but to be successful, he wants to increase communication with the public. Commissioner Farrer made his comments about education. He advised to make sure that schools teach it. It would be good for the DMV to tell people how to drive with Active Transportation around. Education is the key to the whole thing. Make it safe and people will accept it as they see it won't drastically impact their lives. This won't happen overnight. It should give us plenty of opportunity to alert people to what the plans are. The plan could be changed later. Commissioner Calder said we are fast approaching the e-bike era.

Commissioner Baker is on the same page as Commissioner Farrer with education and incorporating something so people riding bikes and people not riding are able to learn. She likes the suggestion to partner with groups who are already incorporating this. Commissioner Nelson said he is ready to move forward and incorporate the three items Chair Ellingson pointed out. Chair Ellingson is in favor of the plan she helped develop. She is grateful for the discussion they had tonight. She asked for a motion.

Commissioner Baker moved to recommend approval of the Springville Active Transportation Plan including additional language based on the discussion as summarized by Chair Ellingson. (cyclist education, safety and community engagement) Commissioner Calder seconded the motion. The vote to approve the Legislative Session item was unanimous.

***4. LGI Homes requests amendment of the Southeastern Part Regulating Plan of the Lakeside Landing Special District Overlay Zone.***

Josh Yost, Community Development Director, asked for this item to be continued. Lakeside Landing District code is based on regulating plans which show where the streets, zones, and open spaces are. LGI wants to pull a street off the perimeter of their project because they are not going to do multi-family and they want to do single-family. They don't need the frontage and are going to alley load. That is a change to the regulating plan. There are 3 regulating plans. This became the southeast part of the regulating plan. They want to amend this Master Plan. The consultant that recommended the plan, LGI has retained them to work on this. When they took the CAD and laid it over the regulating plan, they were 60 feet outside of their box over the green street next to them. The person working on the property to the west thought the green street was on LGI's property. Now we need to go back and figure out where the lines really are and who is responsible for building this green street. We need to get everyone

rationalized and working together. We are pushing that off tonight because we couldn't perpetuate something that we knew was in error.

Commissioner Baker moved to open the Public Hearing. Commissioner Nelson seconded. The public hearing was opened at 9:37 p.m.

Commissioner Baker moved to close the Public Hearing. Commissioner Farrer seconded. The public hearing was closed at 9:37 p.m.

Commissioner Baker moved to continue Item #4. Commissioner Ellingson seconded the motion. The vote to continue the Legislative Session item until staff is ready to present was unanimous.

Director Yost said one Commissioner is signed up for the APA conference. The offer is still open. You will be getting a save the date for South Counties Planning Commission training coming soon. It will be on a Wednesday evening, but we will get that to you soon. Santaquin is hosting.

With nothing further to discuss, Commissioner Baker moved to adjourn the meeting. Commissioner Anderson seconded the motion. Chair Ellingson adjourned the meeting at 9:40 p.m.

## Heather Goins

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**From:** Karol Long [REDACTED]  
**Sent:** Tuesday, August 8, 2023 5:34 PM  
**To:** Heather Goins  
**Subject:** In Favor For Active Transportation Plan

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Springville Planning Commission,

As a mother who loves visiting Springville on my bike with my son I encourage you to adopt an Active Transportation Plan. We come to visit friends, enjoy family friendly events, and shop and eat at local businesses but not as much as I would like to. I would definitely do more of these things if there was better active transportation infrastructure. As it stands there is not much of it. All along the Wasatch Front are connecting trails except in Springville, this serves as a barrier between us and the regional trails further south.

I have many personal reasons preventing me from driving a car and resorting to bicycling as my primary mode of transportation but I reap so many benefits: exercise that is built into my life, better mental health, a sense of community, and so much more. Not to mention the money I save from not owning a car goes towards supporting the local economy in ways I wouldn't be able to if I was worried about car payments, gas, and repairs. With an AT plan, not only would Springville become more accessible for people like me, but also more accessible for your youth, your elderly, and others who cannot drive. It would encourage your growing population to reduce traffic and emissions by commuting via active transportation.

I was VERY afraid to bike with a child in Provo when I first started living here. Provo has adopted an Active Transportation Plan since then and I was introduced to the bike infrastructure available by advocates giving bike tours of the city. I have heard and seen how Provo continued and continues now to improve and expand active transportation piece by piece. All this bolstered my confidence and I have been biking ever since, even in the Winter! I have seen this happen for other families too. If infrastructure is SAFE and inviting it will be utilized!

Change doesn't have to happen all at once to make a big difference and it doesn't have to be done alone. If every surrounding city adopts an active transportation plan it can become even more robust with the synergy of the effort amongst our communities. We can help each other learn together to help build stronger and happier towns.

Thank you for your consideration,

Karol Long

## Heather Goins

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**From:** Annie Hawkes [REDACTED]  
**Sent:** Tuesday, August 8, 2023 8:59 PM  
**To:** Heather Goins  
**Subject:** Active Transportation Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Springville Planning Commission,

As a mom who bikes in Provo and visits Springville via bike with my son regularly, I encourage you to adopt an Active Transportation Plan.

We come to enjoy all that Springville has to offer! Every time we are there, we meet handfuls of moms and other who are either interested in biking more but are afraid or already bike and wish there was more infrastructure. There are separated bike trails all the way from Ogden to Provo but the line ends here because the infrastructure in Springville is minimal or unofficial.

My son has medical issues that make car rides very difficult and overwhelming for everyone. We use our car as a last resort only. Biking is our main form of transportation paired with the Frontrunner. While this may seem inconvenient, the lifestyle it provides us has been life changing. It's made the world more accessible and has enabled a new mother with medical issues and her son with medical issues to get to feel like we are part of society again. Biking provides perks for everyone, even if they don't have unique circumstances. Here's a few I've personally experienced along with just about ever cycler I ever chat with:

- Stronger sense of community
- More access to giving and receiving community care
- Civic involvement and volunteering
- Healthier living without having to make time for a gym
- Boosted mental health (this one is huge)
- More financial stability by removing/reducing car related expenses.

This list is far from encompassing all the benefits but I hope it can give you a sense of the importance of prioritizing active transportation just as much as car infrastructure. It brings people in from wide varieties of demographics and builds a stronger and more resilient community and city.

Thank you for your time,

ah

Annie Hawkes